

REMARKS

Claims 1, 3-6, 8-9, 11-15 are pending. By this amendment, claims 1, 4, 5, 6, 9 and 12 have been amended and claims 2, 7 and 10 have been canceled.

The Office Action indicates that claims 4-5 and 12-15 are objected to, but would be allowable if rewritten in independent form. Claims 4 and 5 have been amended to incorporate the subject matter of claim 1 and claim 12 has been amended to incorporate the subject matter of claim 9. Accordingly, it is submitted that claims 4, 5 and 12-15 are in condition for allowance.

The Office Action rejects claims 1-3 and 6-11 under 35 USC 102(e) over Miller (US Pat. 6,662,108). This rejection is respectfully traversed.

Independent claims 1, 6 and 9 recite the accuracy level information includes information indicating whether a specified apparatus is provided in the first moving object (or in the vehicle or in the at least one moving object). It is submitted that this feature is not disclosed in Miller, as further discussed below.

In the claimed invention, the accuracy level information is initially used to determine whether a specified apparatus is provided in the first moving object. The accuracy level information can then be used to ascertain the relative accuracy of the information between the specified apparatus in each vehicle.

In contrast, Miller does not disclose accuracy level information indicating whether a specified apparatus is provided in the first moving object. The Office Action refers to col. 3, lines 47-67 as supposedly showing this feature. No such disclosure is included in Miller. Miller would seem to require the presence of the full communication system (i.e., transmitter, receiver, controller, and GPS) in all vehicles that are part of the network, and does not disclose transmitting information indicating whether a specified apparatus is provided in the vehicle. In fact, Miller indicates that the controller 12 in FIG. 3 is "in operative communication with the vehicle data 16, GPS system 18, and on-vehicle sensor

data 20 by way of communications bus or memory unit..." (col. 5, lines 1-4). Miller does not communicate the presence of the GPS system itself as part of any communication with the network.

Miller as such would not contemplate or permit communication between vehicles that have less than a complete communication system. In other words, it appears that Miller can only accommodate two-way communication between vehicles in the network. The claimed invention, in contrast, allows communication between vehicles that have a full communication system and those that have only a transmitter or receiver.

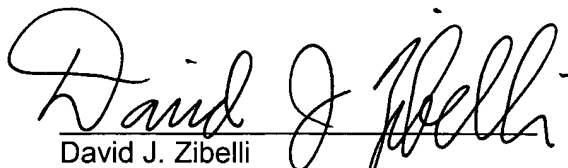
For these reasons, it is submitted that claims 1, 6 and 9, and all claims dependent therefrom, are not anticipated by Miller. Withdrawal of the rejection is requested.

For the above reasons, it is submitted that the application is in condition for allowance. Prompt consideration and allowance are solicited.

The Examiner is invited to contact the undersigned at (202) 220-4232 to discuss any matter concerning this application.

The Office is authorized to charge any additional fees under 37 C.F.R. § 1.16 or § 1.17 or credit any overpayment to Deposit Account No. 11-0600.

Respectfully submitted,


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